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Thursday, July 24, 2014

Volume 33, Issue 30



PLAYERS PERFORM AT LIBRARY

Members of To Be Determined Theatre Company from Guelph had a good crowd out Monday at the Albion-Bolton Branch of Caledon Public Library for a performance of Love You Forever and More Munsch. Andrew Nagel, Alexandra Lent and Matisse Apsimon-Megens each took on various roles in the production.

Photo by Bill Rea

Albion man climbs Kilimanjaro to assist literacy

By Bill Rea

Some people have a party to celebrate turning 50. Matthew Certosimo marked the occasion by taking part in a climb of Mount Kilimanjaro.

The Albion resident was one of 14 people taking part in the effort in support of the work of the Canadian Organization for Development through Education (CODE).

The group planned the expedition to raise funds to support CODE's literacy programs for children and youth in Africa.

Although he said he had some experience hiking, the likes of the slopes of Kilimanjaro was something Certosimo had never tried taking on before.

The nine-day trek began July 1.

There are a number of routes that can be taken to get up Kilimanjaro, and the expedition chose the one known as Lemosha, which approaches the mountain from the west, through a rain forest that he said was "quite misty."

The trail they used for the approach was "surprisingly well kept and clearly well travelled," he said.



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They camped the first night at a spot about 8,000 feet above sea level (the highest peak of Kilimanjaro is about 19,340 feet above sea level). He recalled the terrain there was flat and arid, a "very Arizona-like setting."

The next night was spent at Shira Camp, which was about 13,000 feet up, and the next four days were spent basically getting acclimatized to the heights, as they made their way to Moir Camp about 13,500 feet up, and then up a lava tower to roughly 15,500 feet.

"It's quite spectacular," he said.

After stopping at the Barranco Camp, said the next challenge was climbing the Barranco Wall; an 800-foot vertical ascent.

"It's real three-point climbing," he said, explaining that three points (hands or feet) had to be touching the wall at all times. "It's quite exciting climbing."

Once that was accomplished, Certosimo said they really had to get used to the reduced oxygen at that height. "At that altitude, your body and mind either handles it, or rebels," he explained.

The next goal was the first peak, known as Stella, and while it wasn't particularly

steep, he said his body was dealing with the reduced oxygen.

"This is the hardest physical activity I have ever experienced in my life," he observed, adding they started off for Stella at 6 a.m. and arrived at 2 p.m. with short rest breaks along the way. "It takes everything that you have, in terms of physical and mental discipline."

From Stella, they were able to see the ultimate peak, known as Uhuru.

"They call it 'the Roof of Africa,'" Certosimo said, adding that sight gave everyone a

See 'Sleeping' on page 2

Quote of the week

"A woman's love is like a camp fire," he said. "If you don't tend to it regularly, you lose it."

Inglewood resident Al Ancomb, reflecting on 60 years of marriage.



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Sleeping next to a glacier is just as cold as it sounds

From page 1

shot of adrenalin, because they knew they were going to make it.

But it was still slow going, because of the lack of oxygen. He said the guides kept urging them to take things slowly, lest they overdo it.

“You have to manage the altitude,” Certosimo said, adding it’s often the most fit people who have trouble on these climbs.

“It’s not because of their fitness,” he said. “It’s because they go too fast. Going slow is part of the strategy of managing the altitude.”

Certosimo was among five members of the party who spent a night in a crater camp at about 18,500 feet, next to a glacier.

“Yes, it’s really cold sleeping beside a glacier,” he confirmed.

In such circumstances, he said the climbers had to measure their oxygen levels and heart rates twice a day. At the crater camp, three of the five party members had noticeably reduced oxygen levels, but the guides were well prepared to deal

with such issues. Certosimo said they were a “really professional group,” from Tusker Trail, based in Colorado.

Certosimo said the glaciers were between 20 and 30 feet in height. His law partner Chris Bredt (Certosimo is a lawyer with the firm of Borden Ladner Gervais) had made the climb twice in the previous eight years and told him the retreat of glaciers had been quite noticeable over that time.

The party reached the Uhuru summit July 7.

The trip down the mountain took two days and was not quite as challenging as the trip up, although Certosimo said it was hard on the hips and legs.

Certosimo said there was no time when he feared for his safety during the expedition.

“I will say I was apprehensive as to whether or not my body would react well,” he said. “I never thought that my safety was at risk.”

There was naturally some training involved before the expedition.

“It’s not the sort of thing you just go up

and do,” Certosimo said.

The training involved regular hikes with weights over several month to get his body ready for the effort.

Certosimo said Bredt was chair of the CODE and he came up with the idea of raising funds by undertaking the trips to Africa. He asked him to take part in the other two climbs, but Certosimo said he would consider it the summer after he turned 50.

“For better or worse, he remembered the pledge,” Certosimo said. “I was quite delighted.”

“The cause is just wonderful,” he added.

He also said he’s raised \$26,000 so far, and all moneys raised are matched three-to-one by the Canadian International Development Agency (CIDA).

In total, he said the expedition has raised about \$206,000, which means they’re at about \$824,000 with the CIDA contribution.

“We’re still raising funds in the hopes of getting to a million,” he said.

The aim is to improve literacy programs for children in Africa, providing them with books in their own language to encourage them to read and helping to create a local publishing industry.

Certosimo said he and his wife had their honeymoon in Kenya 20 years ago, and he remembered they flew over Kilimanjaro. “I think the seed was planted then,” he said.

“I’m a big believer in setting goals,” he observed, adding he wanted his twin daughters to know if they want to climb mountains, either metaphorically or literally, they can.

“If you want to set out and climb any mountain in front of you, you can do it,” he said.

“I think that they call it a once-in-a-lifetime experience for a reason,” he re-

marked, adding part of him would like to try it again, but “it’s a huge time commitment.”

“I think there are other mountains that are left to climb, metaphorically,” he added.



Matthew Certosimo was making his way up the 800-foot Barranco Wall.



Chris Bredt and Matthew Certosimo stood at the summit of Mount Kilimanjaro July 7.

COMMUNITY EVENTS

A directory of what’s happening in our community

This column is provided as a free public service to non-profit organizations to announce up-coming events. Please contact Bill Rea at the Caledon Citizen at (905) 857-6626 or 1-888-557-6626 if you wish to have an announcement published.

THURSDAY, JULY 24

“Has your life been affected by someone else’s drinking? Al-Anon Family Group is for you.” The Bolton group meets Thursdays at 8:30 p.m. at Caven Presbyterian Church (110 King W, Bolton). Call 416-410-3809 or <http://al-anon.alateen.on.ca>

WEDNESDAY, JULY 30

TOPS (Take Off Pounds Sensibly) Chapter #ON1381 meets every Wednesday from 6:30 to 7:30 p.m., at the Friendship Room of Knox United Church in Caledon village. This non-profit weight loss group meets to learn about nutrition and exercise. Call Barbara at (519) 927-5696.

Caledon East Seniors Club #588 meets every Wednesday at 1:15 p.m. at the Caledon Community Complex, Caledon East. Everyone welcome for an afternoon of friendly euchre and lunch. For more information, call (905) 584-9933 or (905) 857-3352.

TOPS (Take Off Pounds Sensibly) Group meets in Bolton United Church Heritage Hall. Weigh-in from 6:30 to 7 p.m., immediately followed by a short meeting. This non-profit weight loss support group meets every Wednesday. Everyone welcome. For more information call Marion at 905-857-5191 or Ruth at 905-857-3237.

THURSDAY, JULY 31

Bolton Banter Toastmasters meet every first, third and fifth Thursday at the Albion-Bolton Community Centre at 7 p.m. Lose your fear of public speaking and build leadership skills. Everyone welcome. Email info@boltonbanter.org or visit www.boltonbanter.org

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WEDNESDAY, AUGUST 6

Bethell Hospice Community Office in Bolton is hosting a walk for people who have lost a loved one, starting at 10 a.m. The walks will begin at Dick’s Dam Park on Glasgow Road the first Wednesday each month until October. Meet at the picnic tables. The rain date is the following Wednesday, same time, same place. If you are grieving the loss of a loved one, please call for more information about individual supports available at the Bolton office. For more information, call 905-951-3534 and ask for Alma.

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Helen and Al Anscomb are celebrating 60 years together

By Bill Rea

It seems almost remarkable for two people to have been married for 60 years, but Inglewood residents Helen and Al Anscomb have accomplished it, as of today (Thursday).

They had their celebration Saturday at Caledon Fairgrounds, and Mr. Anscomb said more than 170 people showed up. He also said they asked guests not to bring presents, but rather to make donations to Caledon Meals on Wheels. He reported Tuesday that effort raised more than \$1,300.

The couple were married at the Manse of Inglewood United Church July

24, 1954. Mrs. Anscomb came from Cochrane originally, while her husband was born in Barrie, the youngest of nine children.

Over the years, the Anscombs raised three daughters and one son, and they now have four granddaughters and one grandson, as well as a three-year-old great-granddaughter.

When it comes to the secret of staying married 60 years, Mr. Anscomb said it involves “many, many little things,” such as “working together.”

“A woman’s love is like a camp fire,” he said. “If you don’t tend to it regularly, you lose it.”



Helen and Al Anscomb are marking their 60th wedding anniversary today (Thursday).

Town continuing to clean up after ice storm

The Town of Caledon is requesting further help from the Ontario Ice Storm Assistance Program in order to complete its recovery from the December storm.

Caledon council recently approved the request on the recommendation of Town staff, to seek \$150,000 from the program. In the interim, council approved taking \$150,000 from operating funds to do the work, while reimbursement is sought from the Province.

The ice storm created significant safety risks along Caledon’s roads, bridges, parks and trails, as well as a considerable amount of debris within residents’ private property.

Since early spring, members of the Town’s Public Works and Parks and Recreation departments have been collecting trees and other debris with the help of residents and contractors; a program has been introduced that provides rebates for seniors who seek assistance with tree removal; and roads that were damaged from the freeze/thaw cycles over this past long winter have seen repairs.

There is still work to be done in Caledon, and the Ontario Ice Storm Assistance Program, which provided municipalities affected by the December event with financial reimbursement, was to end its support June 22. However, staff reported the Province was willing to compensate for costs after the six-month period following the storm on a case-by-case basis.

The remaining tasks Town staff has outlined include a final sweep down all rural roads across town to check for trees, advertised so residents can bring any remaining tree debris to the edge of the roads. Also, the Town will need to hire local contractors to trim the remaining trees with hanging branches and remove stumps left over from the post-ice storm clean-up since they create potential safety risks. Finally, the Town will need to launch a media program that reminds private property owners of the Regional Yard Waste Program, informs rural residents of the final tree sweep and educates seniors about the Ice Storm Rebate Program.



Animals were theme for week at church

Weird Animals was the theme recently, as young folks spend five days learning about the Bible at Cheltenham Baptist Church. There were lots of fun activities, as well as some pretty good music, provided by the likes of Kelly Noble, Pastor Wayne Melnechuk, Jack Noble, Julia Melnechuk, Dave Bechard, Christina Glenn and Jack Dixon. Dr. Ralph Greene, a former local school trustee and representative of Gideons International in Canada, was on hand with some Bible stories of his own.

Photos by Bill Rea

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Youngsters to be taught in schools to keep ‘Heads Up’

By Bill Rea
A new program was recently introduced aimed at teaching children the skills they need to walk safely near roads

and streets.
Called Heads Up, it was launched at Caledon East Public School.

Sponsored by Guild Electric, it helps stress safety by encouraging children to unplug their electronics and keep their heads up. Students in Caledon schools will have an opportunity to learn important lessons about walking beside busy roads and near traffic as this travelling safety seminar visits elementary schools, beginning

in September.
“It’s a huge topic,” retired OPP sergeant Bob Patterson commented at the launch. Traffic issues, including ones involving busing, have been a topic around the school for some time, according to Principal Heather Denley. It was recently announced that the service will remain in place. “That was a huge relief for our parents,” she said.
She pointed out having children walking in the area is a concern too, so they have been looking for ways to improve safety.
Inspector Tim Melanson, detachment commander with Caledon OPP, agreed that pedestrian safety is an “emotionally charged community safety concern.”
He added the three main pillars of the program are education, awareness and enforcement.

He also praised the work of Patterson and Constable Brenda Evans, the detachment’s community service officer, commenting they have put their hearts and souls into getting the program going.
“I know it’s going to be beneficial to the community,” he said.
“This is such an important day for you,” Mayor Marolyn Morrison told the students who were on hand for the launch.
She also pointed out the three pillars are the same as those used by the Road-Watch program.
“We need to make drivers aware of how they’re driving,” she remarked, but also stressed the importance of young people knowing how to safely walk on the sides of roads, and cross in safety too.
“We’re all working together to keep the kids safe,” commented Peel District School Board Chair Janet McDougald.

Caledon driver clocked at 155 in 60 km/h zone

A 24-year-old man from Caledon East was charged with racing June 24 in Orangeville.
Dufferin OPP reports an officer was conducting speed enforcement on Highway 10 just north of Orangeville when she observed a speeding southbound 2014 Dodge Caravan near Monora Park Road. She clocked the vehicle at 155 km/h in the 60 zone.
The man was charged and had his licence suspended and car impounded for seven days.

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Constable Brenda Evans was guiding Grade 5 students Ryan Nguyen and Rachel Hansen through the Heads Up equipment.

Photo by Bill Rea

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Partners in Powerful Communities

Man arrested for possession of drugs
An 18-year-old man from Brampton was charged July 15 after a Caledon OPP officer became suspicious over the way a vehicle was being driven.
Police report a Honda Accord was spotted a couple of minutes after midnight, heading north on Centreville Creek Road, near Healey Road. the officer noticed the car crossed the centre line four time, so it was stopped.
The officer quickly noticed a strong smell, believed to be marijuana, coming from the car, and a further search revealed a quantity of green leafy substance.
The man was charged with possession of a schedule II substance.

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Beffort seeking another term on council

By Bill Rea

"I enjoy the job," said Caledon Council-
lor Doug Beffort as he announced he will
be seeking re-election.

Beffort is completing his second term as
area representative for Ward 1, and he
said there are some things still to be fin-
ished. He added he sees his main role as
helping people deal with problems.

One of the issues on a lot of minds in
the ward is the closing earlier this year of
Caledon Central Pool. Beffort said the re-
placement of the facility needs to be dis-
cussed, adding they need something more
than just a place for people to swim.

He also cited the need to develop hous-
ing for seniors who want to downsize their
accommodations, but remain close to
home.

Beffort said the current council has
done a good job managing the Town's fi-

nances.

"I think it's really important to plan
ahead," he said, adding one of the accom-
plishments of the current term of council
has been establishing a vision for the
Town.

"We're one of the lucky municipalities,"
he observed, pointing out the tax base is
increasing. But he also stressed the need
to manage it wisely. He also observed
about 80 per cent of the municipality is in-
cluded in planning documents like the Ni-
agara Escarpment Plan and the Oak
Ridges Moraine Conservation Plan. That
means the other areas have to be managed
properly.

"I'm optimistic," Beffort said as he re-
flected on his chances of re-election "I be-
lieve that I've done a good job for the
people in my ward. I wouldn't be going in
if I didn't have optimism."



Wines of the World attract crowds

There was a big crowd out at the Caledon Equestrian Park recently as the Rotary Club
of Palgrave hosted their annual Wines of the World event. The Adam Stevens Trio, con-
sisting of Matthew Chalmers, Adam Stevens and Patrick Dilkie, provided music for the
winer samples.

Photos by Bill Rea



Lindsay Sutcliffe of Pommies Dry Cider was serving samples.



Ed and Nina Roy were serving samples of the products from Downey's Estate Winery.

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Limited time weekly lease offers available through Honda Financial Services Inc. (HFS), to qualified retail customers on approved credit. Weekly payments include freight and PDI (ranges from \$1,495 to \$1,695 depending on 2014 model), EHF tires (\$28.45), EHF filters (\$1), A/C levy (\$100 except Civic DX models), and OMVIC fee (\$5). Taxes, license, insurance and registration are extra. ²Representative weekly lease example: 2014 Civic DX Sedan // 2014 CR-V LX 2WD // 2014 Accord LX Sedan on a 60 month term with 260 weekly payments at 0.99% // 1.99% // 1.99% lease APR. Weekly payment is \$38.92 // \$66.85 // \$62.00 with \$0 down or equivalent trade-in, and \$1,075 // \$1,625 // \$1,350 total lease incentive included. Down payments, \$0 security deposit and first weekly payment due at lease inception. Total lease obligation is \$10,118.26 // \$17,380.99 // \$16,120.73; 120,000 kilometre allowance; charge of \$0.12/km for excess kilometres. PPSA lien registration fee of \$45.93 and lien registering agent's fee of \$5.65, due at time of delivery are not included. For all offers: license, insurance, other taxes (including HST) and excess wear and tear are extra. Taxes payable on full amount of purchase price. Offers only valid for Ontario residents at Ontario Honda Dealers. Dealer may lease for less. Dealer order/trade may be necessary. Vehicles and accessories are for illustration purposes only. Offers, prices and features subject to change without notice. See your Ontario Honda Dealer or visit HondaOntario.com for full details. ³Based on Association of International Automobile Manufacturers of Canada (AIAMC) data reflecting sales between 1997 and December 2013. ²Based on Fuel Consumption Guide ratings from Natural Resources Canada. Transport Canada approved test methods used. Your actual fuel consumption will vary based on driving habits and other factors – use for comparison only.



By
ALEXANDRA SWENY
AURORA HIGH
SCHOOL STUDENT

Changing the
Channel: A Look at
Diversified Television

Netflix, it is the best and worst thing to have happened to me; that unmistakable red logo is both my proverbial beacon of hope and the colour of my eyes as I head to bed once again at 3 am, simultaneously proud of and disgusted with myself. With the new Netflix series *Orange is the New Black*, binge-watching television has never been easier and arguably, never more enjoyable.

Based on Piper Kerman's memoir of the same name, *Orange is the New Black* is a Netflix original series created by Jenji Cohan. The series follows various female prison inmates by weaving seamlessly through their lives pre and post incarceration, with emphasis on the changing relationships of the penitentiary's staff and management. The show is comedic and dramatic; entertaining and dismaying. It is also, most relevantly, ground-breaking.

In a world where television characters are white-washed, glamorized, and completely entrenched in stereotypes, 'Orange' brings a whole new spectrum of diversity. Critics have heralded its frank portrayals of race through rich and layered Black and Latina characters. Furthermore, the show features transgender inmate Sophia Burset, played by a transgender woman, giving the show a more inclusive and realistic portrayal of modern women.

Some people have complained that the stories are too centered on woman, that the male characters lack depth or subtlety. This is completely unfounded. Male characters are portrayed fairly and realistically and favourably. In all honesty, I think the change that 'Orange' brings to the table is long-awaited. In a world where female characters are quickly becoming limited to degrading archetypes, it's refreshing to see women whose purposes don't revolve around guiding men through their tortured and narcissistic self-discoveries. Moreover, the women of 'Orange' become more layered as the seasons progress; they are not defined solely by their womanhood, but also by their experiences and relationships, such as race politics and poverty.

That's not to say that 'Orange' is flawless; I doubt any show is. There is, for example, the issue of bisexual erasure, Piper's previous relationship is de-legitimized when it is presented merely as a phase, but, as Voltaire has said, perfection is the enemy of the good. If we are to dismiss 'Orange' in its entirety, we are to dismiss the validity and relevance of the issues it brings to light. 'Orange' is explorative without being exploitive and diverse without being calculated. It isn't a show exclusively for women. It is a show for anyone and everyone who has ever felt lost in the system.



DOWNEY'S FARM MARKET

DOWNEY'S FARM MARKET, is located at 13682 Heart Lake Road and is a 100 acre farm that grows fresh fruit and produce. They are busy place that depends on teens to help get the job done.

They are a family owned, full market farm where you can buy fresh locally grown and often their own vegetables, such as asparagus, strawberries, raspberries, corn, squash and so much more. They employ approximately 18 people at this time of year and out of that four or five are teens who work primarily on Saturdays and Sundays.

The farm is all about healthy eating and healthy living, as they also have a bakery where you can buy fresh baked bread and pies. They host anywhere from three to nine children's birthday parties on any given Saturday or Sunday and the teens working at Downey's are a big part of the birthday party fun. "The teens are responsible for ensuring everyone at the birthday party has a good time and making sure all of the children are engaged" said Darlene Downey.

It seems the farm gets busier as the season rolls along. They host a Pumpkinfest in the fall with corn mazes and of course the bounty of the harvest is enjoyed at this time as well. "We employ more people at this time" said Downey, "approximately sixty in total, with twenty to twenty five being teens". In addition to gardening and the birthday party hosting, the teens are regularly found helping out in the corn maze, the ice cream parlour or working cash. There is never a shortage of work.

The teens employed at Downey's are benefiting from learning about healthy living by eating fresh vegetables and getting exercise outside. In a world where teens along with their parents are exposed to a vast amount of technology through computers and handheld devices, it is a good education for them to



turn the devices off, go back to basics, help grow food and eat healthy food instead of the takeout window option.

Healthy eating is not a diet; it is a conscious effort to eat more fresh fruits, vegetables and whole grains and eliminating or at least cutting back on foods that have a lot of fat, salt and sugar. Eating healthy will help ensure that you have the right balance of vitamins, minerals and nutrients and it will help you have lots of energy to deal with a busy life. Eating the right foods also helps prevent heart disease, high blood pressure, cancer and type II diabetes, which can ensure a healthier longer life.

The teens working at Downey's are kept busy and are getting more out of their work experience than just a paycheck. They are learning about farm life, how to grow vegetables and eat healthy.

■ WRITTEN BY CHRIS McGOWAN

FREE drop-in weekly programs

TD SUMMER Reading CLUB

@ Caledon Public Library

Fun for children at 6 library branches every week all summer long!

CALEDON PUBLIC LIBRARY

TEEN RANCH

SUMMER CAMP

Hockey Camp

July 6 - August 9 (Ages: 8-18)

Father/Son

June 29 - July 5 (Ages: 7+)

Girl's Hockey

July 20 - August 2 (Ages: 8-18)

Goalie Clinic

August 3-9 (Ages: 8-13)

www.teenranch.on.ca

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0% PURCHASE FINANCING*

ON ALL 2014 AND 2015 MODELS

GET A \$500 DEALER SIGNING BONUS*

PLUS

YOU CAN GET AN ADDITIONAL \$500 BONUS*

WHEN UPGRADING TO A 2015 CX-5

2014 CX-5
COMPACT UTILITY OF THE YEAR
AUTO.com

2015 CX-5 GX

BI-WEEKLY LEASE OFFER

\$129⁺ at 2.49% APR

for 60 months / \$750 down. Excludes HST.
Includes \$500 Dealer Signing Bonus.

BEST NEW SMALL CAR (OVER \$21,000)

BEST NEW SMALL CAR (UNDER \$21,000)

2014 ALG
RESIDUAL VALUE AWARD

BEST OF THE BEST - GRAND PRIZ

GT models shown

2014 MAZDA3 GX

BI-WEEKLY LEASE OFFER

\$79⁺ at 0.99% APR

ONLY for 36 months / \$750 down. Excludes HST.

2014 MAZDA6
CANADIAN CAR OF THE YEAR AWARD

2015 MAZDA6 GX

BI-WEEKLY LEASE OFFER

\$119⁺ at 0.49% APR

for 48 months / \$2,595 down. Excludes HST.

OR EXPERIENCE THE
VERSATILE 2014 MAZDA5,
OR LUXURIOUS 2014 CX-9.

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ZOOM-ZOOM

*10% APR Purchase Financing is available on all new 2014 and 2015 Mazda models. Terms vary by model. Based on a representative agreement using an offered pricing of \$24,639 (includes \$500 Dealer Signing Bonus) for the new 2015 CX-5 GX (NVXK65AA00) with a financed amount of \$25,000, the cost of borrowing for a 36-month term is \$0, monthly payment is \$694.44, total finance obligation is \$25,000. ▲With the lease or finance of a new 2015 CX-5, \$500 Dealer Signing Bonus will be deducted from the negotiated price before taxes. ▼With the cash purchase, lease or finance of a new 2015 CX-5, a \$500 Conquest Bonus is available to customers who trade in a competitive vehicle. Offer only applies to the owner/lessor of the competitive model and is not transferable. Proof of ownership/lease required. \$500 Conquest Bonus will be deducted from the negotiated price after taxes. Offers valid July 2 - 31, 2014. *Offer available on retail leases of all-new 2014 Mazda3 GX (D4XK64AA00)/2015 Mazda6 GX (G4XL65AA00)/2015 CX-5 GX (NVXK65AA00) with a lease APR of 0.99%/0.49%/2.49% and bi-weekly payments of \$79/\$119/\$129 for 36/48/60 months, the total lease obligation is \$6,942/\$14,937/\$17,585, including down payment of \$750/\$2,595/\$750. As shown, Offered Pricing for all-new 2014 Mazda3 GT (D4TL84AA00)/2015 Mazda6 GT (G4TL65AA00)/2015 CX-5 GT (NXTL85AA00) with a lease APR of 0.99%/0.49%/2.49% and bi-weekly payments of \$165/\$166/\$185 for 36/48/60 months, the total lease obligation is \$13,618/\$19,901/\$24,772, including down payment of \$750/\$2,595/\$750. Lease payments include freight and P.D.E. of \$1,695/\$1,695/\$1,895. 20,000 km per year mileage allowance applies; if exceeded, additional 8¢ per km applies. Offers exclude HST. Offered leasing available to retail customers only. *2014 Mazda3 has a higher residual value than any other vehicle in the compact car segment according to ALG. ALG is the industry benchmark for residual values and depreciation data, www.alg.com. Licence, insurance, taxes and down payment (where applicable) are extra and may be required at the time of purchase. Dealer may sell/lease for less. Dealer order/trade may be necessary on certain vehicles. Offers valid July 2 - 31, 2014, while supplies last. Lease and finance on approved credit for qualified customers only. Offers subject to change without notice. Visit mazda.ca or see your dealer for complete details.

Town News

2013 Town of Caledon Financial Highlights

The financial highlights have been extracted from the Town's Audited Consolidated Financial Statements.

The Town's complete Financial Report and Consolidated Financial Statements and the Municipal Performance Measurement Program can be found on the Town of Caledon website: www.caledon.ca/en/townhall/budgetfinancials.asp

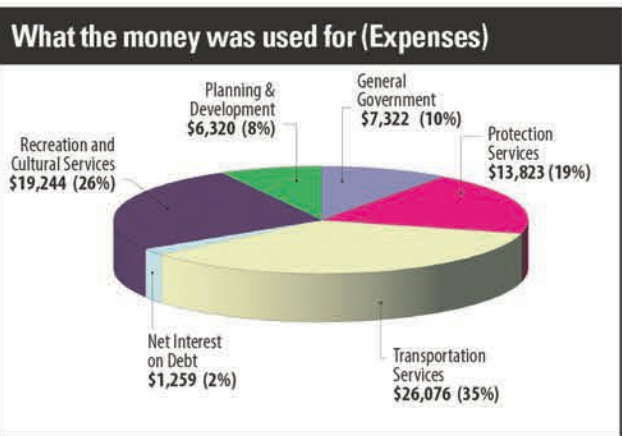
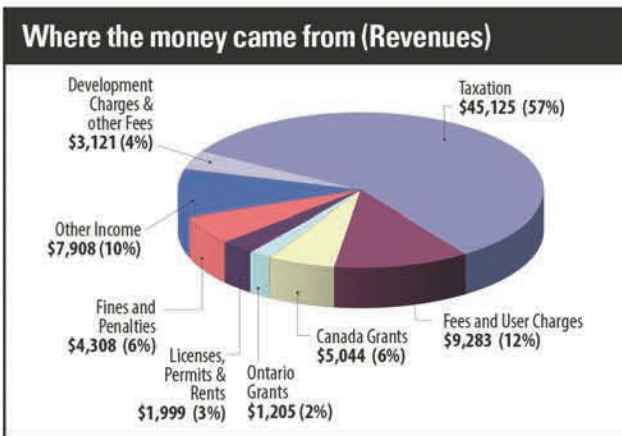
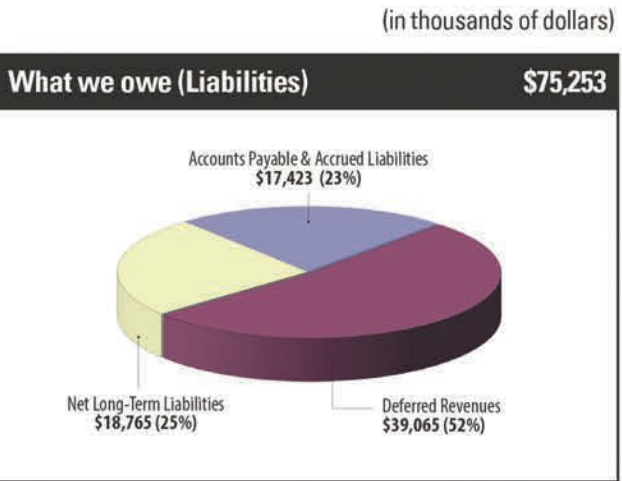
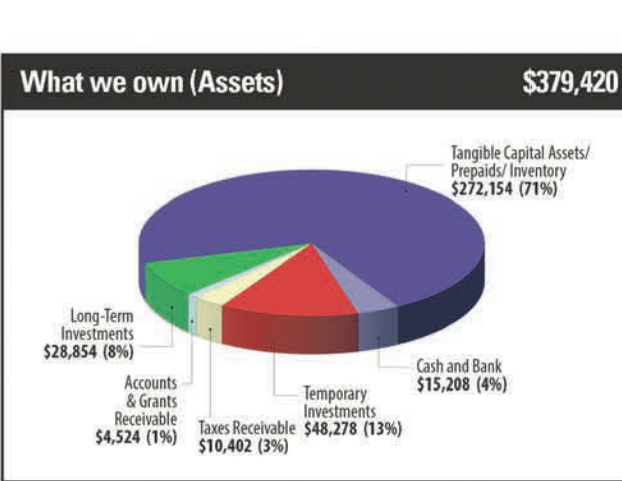
Balance Sheet

The following highlights outline the Balance Sheet as of December 31, 2013 (in thousands of dollars).

Assets	\$379,420
Liabilities	(\$75,253)
Net Worth / Accumulated Surplus	\$304,167

Revenues and Expenses

The following highlights outline the sources and uses of money for 2013 operations (in thousands of dollars).



Town of Caledon Summer Camps

To register visit www.caledon.ca/recreation or contact your local recreation centre.

Great Experiences Start Here!

Town-wide summer camps

- Affordable Pricing
- Extended Care
- Full-day and half-day camps
- Inclusive and Adapted Camp Opportunities

New! Pay your Property Taxes Online by Credit Card

Property taxes can now be paid online by credit card (ONLINE ONLY). PlastiQ, an online third party payment service provider, allows you to use your credit card to make payments more conveniently through their secure online system. PlastiQ provides the option to pay your property taxes by using your credit card. A fee of 1.99% of the amount paid is levied by PlastiQ for each transaction. This is an online payment option only. Credit card payments for property taxes can not be processed in person. You are responsible for ensuring that the Town receives your property tax payment by the payment due date. When using a third-party service provider, you must clearly understand the terms and conditions of the services you are using. View PlastiQ's terms and conditions at www.plastiq.com. Avoid late fees! Even if you pay today, the Town may not receive your payment today. The Town will process your payment as of the date the funds are received in the Town of Caledon's bank account, not the date you make your payment. The Town may charge penalties and/or interest if your payment is late. Please allow for six days for your payment to reach the Town. For more information, please visit www.caledon.ca/tax

Current Tenders, Quotes & Proposals

Request for Tender # 2014-43
Traffic Sign Retro-Reflectivity Inspection and Inventory
Closing: August 7, 2014, 2:00 p.m. local time

Request for Tender # 2014-46
Ontario One Call Locate Service Provider
Closing: August 7, 2014, 2:00 p.m. local time

The Town of Caledon's Requests for Tenders, Proposals and other public solicitation documents will be advertised and available for electronic download from the Biddingo.com bid portal at www.biddingo.com/caledon or may be obtained from the Town of Caledon, 6311 Old Church Road, Caledon Ontario L7C 1J6, Corporate Services Department, Purchasing & Risk Management Division, Lower Level.

BOLTON FARMERS' MARKET

FRESH. FUN. LOCAL.

Every Saturday until October 11 from 9:00 a.m. to 1:00 p.m.
1 Mill Street, Bolton (off Queen St., one block north of King St.)
To keep up with the Market:

[f BoltonFarmersMarket](https://www.facebook.com/BoltonFarmersMarket) [t @boltonmarket](https://twitter.com/boltonmarket)
www.caledon.ca/farmersmarket



Tickets can be ordered by phone at 519-925-8620 or at *www.ShelburneFiddleContest.com/tickets*



Photos by Bill Rea



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ST MODEL SHOWN

2014 FOCUS S

Employee Price Adjustment	\$620
Delivery Allowance	\$2,700
TOTAL PRICE ADJUSTMENTS	\$3,320
SHARE OUR EMPLOYEE PRICE	\$14,344

Offer excludes taxes.

FEATURES:

- 160 hp 2.0L 4-Cylinder Ti-VCT Engine
- Standard Air Conditioning
- Torque Vectoring Control for Agile Responsiveness

WITH UP TO
\$14,000*
IN PRICE ADJUSTMENTS
(2014 F-150 Platinum SuperCrew amount shown)



**CANADA'S
BEST-SELLING
COMPACT SUV***

TITANIUM MODEL SHOWN

2014 ESCAPE S

Employee Price Adjustment	\$1,255
Delivery Allowance	\$500
TOTAL PRICE ADJUSTMENTS	\$1,755
SHARE OUR EMPLOYEE PRICE	\$24,494

Offer excludes taxes.

FEATURES:

- Advantetrac® with Roll Stability, Traction and Curve Control
- Active Grille Shutters
- Up to 1,920 Litres of Cargo Capacity



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CANADA'S
BEST-SELLING
TRUCKS
FOR
48
YEARS**

PLATINUM MODEL SHOWN

2014 F-150 SuperCab STX

Employee Price Adjustment	\$2,422
Delivery Allowance	\$6,750
TOTAL PRICE ADJUSTMENTS	\$9,172
SHARE OUR EMPLOYEE PRICE	\$24,327

Offer excludes taxes.

FEATURES:

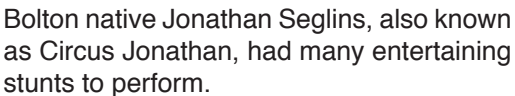
- 302 hp 3.7L V6 Engine w/ Electronic 6-Speed Automatic Transmission with Tow/Haul Mode
- 17" Machined Aluminum Wheels
- SiriusXM Satellite Radio w/ 6-month Prepaid Subscription

Our advertised prices include Freight, Air Tax, and PPSA (if financed or leased). Add dealer administration and registration fees of up to \$799, fuel fill charge of up to \$120 and applicable taxes, then drive away.

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Arts Gala**

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Shaughnessy promises fresh approach as she runs for council

Life-long Ward 1 resident Barb Shaughnessy wants to bring her passion to maintaining the vision for her area, and she's taking that to the political level.

Shaughnessy has registered to seek the Ward 1 Regional seat on Caledon council in this fall's municipal election.

"I'm a pretty passionate person," she said. "I have a passion for the vision."

She also believes the area needs renewed energy and a fresh approach to the decision-making process.

Shaughnessy has been active in the local political process for several years, frequently attending council sessions, as well as other public meetings.

"The only way to make a difference and maintain our way of country life is from the inside," she said.

An architectural designer, Shaughnessy has worked on more than 100 homes throughout the region and dealt with the Town, NEC and CVC on many of these projects. She said she's willing to set that

work aside. Her husband Tim Forster ran for the seat in 2010. She said she didn't run then because her children were still at home.

"This is a full-time job," she said.

Shaughnessy also wants to stand up for the residents, pointing out a number of groups have been formed over the last couple of years to challenge decisions of the Town at the Ontario Municipal Board (OMB). She said it used to be developers taking the Town to OMB, so she concluded developers must be happy with what council is doing.

She added that people are thinking their concerns are not being appreciated.

"They want their voices heard," she said. "They don't want to be ignored."

"I'm going to jump in and support the people," she added,

Shaughnessy has been active in the community through the Caledon Agricultural Society. She co-developed SnowFest, which was recognized by Ontario Tourism

as the Festival of the Year 2013 for Hills of Headwaters and recently received a Volunteer Achievement Award from the Town of Caledon for her efforts.

She was a Charter Member of Caledon

West Rotary, a Heart and Stroke Society spokesperson, as well as a Bethell House Building Committee member, where she contributed by designing Bethell House's building layout concept.



CELEBRATING 15 YEARS AT MILLE NOTTE

It was a time for celebrating recently as dignitaries gathered to congratulate Rosa Alvarez on the 15th anniversary of her Mille Notte Lingerie store in Bolton. In addition to the success of her business, Alvarez was praised for her work in the community, particularly with the Caledon Breast Cancer Foundation. On hand to help with the celebration was Dufferin-Caledon MP David Tilson, Councillor Rob Mezzapelli, Mayor Marolyn Morrison and Councillor Patti Foley.

Photo by Bill Rea



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 Over the last 12 months in the non-luxury segment.*

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MY CHOICE sales event

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- BETTER COMBINED FUEL EFFICIENCY THAN 2014 CIVIC, ELANTRA, FOCUS AND CRUZE⁺
- MORE TOTAL INTERIOR VOLUME THAN 2014 COROLLA, ELANTRA, CIVIC, CRUZE AND FOCUS¹

2014 NISSAN VERSA NOTE

FINANCING

0%⁺ APR OR **UP TO \$1,850**⁺⁺

FOR UP TO 84 MONTHS ON ALL MODELS CASH DISCOUNT ON OTHER MODELS

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- BEST-IN-CLASS INTERIOR PASSENGER VOLUME¹
- HIGHEST RESALE VALUE

QUTO.com 2014 SUBCOMPACT CAR OF THE YEAR alg 2014 RESIDUAL VALUE AWARD

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GREAT CAR, SHOCKING VALUE
FEATURES INCLUDE: AVAILABLE REARVIEW MONITOR • 60/40 SPLIT FOLDING SEATS • IPOD®/USB INPUT

STARTING FROM **\$9,998*** + FREIGHT & FEES **\$1,434** = WHICH MEANS YOU PAY **\$11,432**

HURRY, OFFERS END JULY 31ST FIND YOUR ADVANTAGE AT **CHOOSENISSAN.CA** OR YOUR LOCAL RETAILER

SR AT model shown*

*Offer available to all qualified retail customers who lease or finance (and take delivery) of a new 2014 Versa Note/Sentra/Rogue/Pathfinder/Titan models on approved credit, through Nissan Canada Finance from a participating Nissan retailer in Canada between July 1-31, 2014. Not available for cash purchase buyers. \$750 Bonus Cash applicable to customers who lease or finance any new 2014 Versa Note/Sentra/Pathfinder/Rogue/Titan models through Nissan Canada Finance on approved credit on lease or finance. The \$750 additional Cash Bonus consists of \$750 cash and will be deducted from the negotiated selling price before taxes. Offer available for qualified customers only. Offer available from July 1-31, 2014 exclusively. Offer not available for cash purchase buyers. Conditions apply. Qualifying customers must be approved to lease or finance through Nissan Canada Finance. First four (4) semi-monthly lease payments and first four (4) bi-weekly finance payments of a new 2014 Versa Note/Sentra/Rogue/Pathfinder/Titan (including all taxes) will be waived, up to a maximum of \$750/\$750/\$900/\$1,200 for the 2 months or 4 semi-monthly payments. Consumer is responsible for any and all amounts in excess of \$750/\$750/\$900/\$1,200 (inclusive of taxes). After four (4) semi-monthly payments, consumer will be required to make all remaining regularly scheduled payments over the remaining term of the contract. This offer is applicable to NCF contracts only. This offer cannot be combined with any other offer. We charge extended warranty is valid for up to 60 months or 100,000 km (whichever occurs first) from the warranty start date and zero (0) kilometers. Some conditions/limitations apply. The no charge extended warranty is the Nissan Added Security Plan ("ASP") and is administered by Nissan Canada Extended Services Inc. ("NCESE"). In all provinces NCESE is the vehicle. NCESE offers a Gold and Platinum level of coverage. This offer includes the Gold level of coverage, be sure to see your local Dealer to identify the difference in coverage from Gold to the Platinum level. **CASH DISCOUNT: Get \$2,250/\$1,850 cash discount on the cash purchase of any new 2014 Sentra models (except Sentra 1.8 S MT, CALUSA A400/2014 Versa Note models (except 1.8 S MT, BSRUSA A400). The cash discount is based on non-stackable trading dollars when registered and delivered between July 1 - 31, 2014. The cash discount is only available on the cash purchase, will be deducted from the negotiated selling price before taxes and cannot be combined with special lease or finance rates. This offer cannot be combined with any other offer. Conditions apply. ***Representative semi-monthly lease offer based on new 2014 Sentra 1.8 S (CALUSA A400), MS transmission, 0% lease APR for a 39 month term equals 78 semi-monthly payments of \$69 with \$0 down payment, and \$0 security deposit. First semi-monthly payment, down payment and \$0 security deposit are due at lease inception. Prices include freight and fees. Lease based on a maximum of 20,000 km/year with excess charged at \$0.10/km. Total lease obligation is \$5,391. \$2,100 NCF Lease Cash included in advertised price, applicable only on 2014 Sentra 1.8 S (CALUSA A400), MS transmission through subvented lease through Nissan Canada Finance. \$200 Dealer Participation on 2014 Sentra 1.8 S (CALUSA A400), MS transmission included on advertised price, only available on base model on a 39 month term. *Representative finance offer based on a new 2014 Versa Note 1.6 S (BSRUSA A400) manual transmission. Selling Price is \$14,949 financed at 0% APR equals 182 bi-weekly payments of \$74 for an 84 month term. \$1,499 down payment required. Cost of borrowing is \$0 for a total obligation of \$14,949. This offer cannot be combined with any other offer. Conditions apply. **MSRP starting from \$9,998/\$15,748 for a 2015 Nissan Micra[®] 1.6 S (SSUSA A400), Manual Transmission/2015 Micra[®] 1.8 SR (SSUSA A400), manual transmission excluding Freight and PDE charges and specific duties of new lease. **\$1,432 Selling Price for a new 2015 Micra[®] 1.6 S (SSUSA A400), Manual Transmission. Conditions apply. *Models shown \$25,899/\$29,110/\$17,292. Selling Price for a new 2014 Sentra 1.8 SL (CATUSA A400), CVT transmission/Versa Note 1.6 SL Tech (B5TE14 N400), Xtronic CVT[®] transmission/2015 Micra[®] 1.8 SR (SSUSA A400), Manual Transmission. ***Freight and PDE charges (\$1,567/\$1,630/\$1,400), air-conditioning levy (\$100) where applicable, certain fees (MR, \$5 (MWIC fee and \$29 tire stewardship fee), manufacturer's rebate and dealer participation where applicable are included. License, registration, insurance and applicable taxes are extra. Lease offers are available on approved credit through Nissan Canada Finance for a limited time, may change without notice and cannot be combined with any other offer except stackable trading dollars. Retailers are free to set individual prices. Dealer order/trade may be necessary. Vehicles and accessories are for illustration purposes only. Offers, prices and features subject to change without notice. Offers valid between July 1 - 31, 2014. *Offer is administered by Nissan Canada Extended Services Inc. (NCESE) and applies to new 2014 Nissan Sentra models (each, an "Eligible Model") based and registered through Nissan Canada Finance Services Inc., on approved credit, between July 1 - 31, 2014 from an authorized Nissan retailer in Canada. Offer recipient will be entitled to receive a maximum of six (6) service visits (each, a "Service Visit") for the Eligible Vehicle - where each Service Visit consists of one (1) oil change (using conventional 5W/30 motor oil) and one (1) tire rotation service (each, an "Eligible Service"). All Eligible Services will be conducted in strict accordance with the Oil Change and Tire Rotation Plan outline in the Agreement Booklet for the Eligible Vehicle. The service period ("Service Period") will commence on the lease transaction date ("Transaction Date") and will expire on the earlier of: (i) the date on which the maximum number of Service Visits has been reached; (ii) 36 months from the Transaction Date; or (iii) when the Eligible Vehicle has reached 48,000 kilometers. All Eligible Services must be completed during the Service Period, otherwise they will be forfeited. The Offer may be upgraded to use premium oil at the recipient's expense. The Eligible Services are not designed to meet all requirements and specifications necessary to maintain the Eligible Vehicle. To use the complete list of maintenance necessary, please refer to the Service Maintenance Guide. Any additional services required are not covered by the Offer and are the sole responsibility and cost of the recipient. Offer may not be redeemed for cash and may not be combined with certain offers NCESE reserves the right to amend or terminate this offer, in whole or in part, at any time without your notice. Additional conditions and limitations apply. Ask your retailer for details. *Nissan is the fastest growing brand in the non-luxury segment based on comparison of 12-month retail sales from June 2013 to May 2014 of all Canadian automotive brands and 12-month average sales growth. *Based on IAC (AAAC) Compact segment. All information compiled from third-party sources, including AutoData and manufacturer websites, June 24, 2014. *Based on 2014 Canadian Residual Value Award in Subcompact Car segment. ALC is the industry benchmark for residual values and depreciation data. www.alg.com. *Based on IAC (AAAC) Compact segment. All information compiled from NCF Car Fuel Economy data and third-party sources, including manufacturer websites. Gasoline engines only, excludes hybrids, diesels and electric vehicles. June 24, 2014. *Pat[®] is a registered trademark of Apple Inc. All rights reserved. *Pat[®] not included. Offers subject to change, continuation or cancellation without notice. Offers have no cash alternative value. See your participating Nissan retailer for complete details. *1999-2014 Nissan Canada Inc. and Nissan Financial Services Inc. a division of Nissan Canada Inc.

BOLTON NISSAN
 71 Pillsworth Rd, Bolton, ON
 Tel: (905) 457-2224

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Editorial

Lowest speed limits = costliest insurance

How is it that at the same time in history, Ontario boasts Canada's lowest speed limits and costliest car insurance? We think we know why such a seemingly incredible situation exists and is likely to remain with us in the absence of governmental intervention. That the current speed limits in Ontario are unrealistically low is something that hardly needs to be demonstrated. A couple of extreme examples are the limits at the north end of Highway 410 and on the rural portions of Dufferin Road 16, an unofficial Orangeville bypass. At one point in the province's history, anyone pulling onto a freeway like Highways 400, 401 and the Queen Elizabeth Way would immediately be greeted with signs showing the speed limit as 70 miles an hour (roughly 115 km/h), the main reason being that was the speed anticipated when such roadways were built.

But drivers entering Highway 410 from Highway 10 find the first kilometre or so posted at 80 km/h — the same limit that exists on unposted gravel (or dirt) roads in rural Dufferin! The only message such ridiculous postings provide seems to be that the province wants more revenue from speeding tickets. And the ultimate irony is that the remainder of the most recent extension of 410 is inexplicitly posted at 90 km/h, the limit reaching 100 only as the rush-hour traffic mushrooms to be point where it's often stop-and-go between the Bovaird Drive and Highway 407 interchanges. Similarly, the entire length of Dufferin 16 is posted at 60 km/h, instead of the 70 km/h found inside Orangeville on Riddell Road, as well as on the Mono-Amaranth Townline north of County 16.

And as for comparisons with other Canadian jurisdictions, let's have a look at the contrast between Ontario and British Columbia, which both happen to have Liberal governments. Here, successive Transportation Ministers have rejected calls for higher speed limits, usually citing critics who contend they would lead to more fatalities, while knowing the main result would be much less revenue from speeding fines.

But out in B.C., Transportation Minister Todd Stone, having ordered a review of speeds actually driven, has ordered them raised, to a maximum of 120 km/h on most freeways. They already were either 90 or 100 km/h on most of the province's two-lane highways. He also announced plans to test variable speed zones using sensors and radar technology to monitor road conditions on sections of roadways subject to weather-related dangerous driving conditions — something badly needed on parts of Ontario roads like Highway 400, Airport Road and Dufferin 124.

As for Ontario's record-high car insurance rates, part of the reason is our lack of a public insurance system similar to those in B.C., Manitoba and Saskatchewan, which make it virtually impossible to operate a car without it being insured (here, the insured driver winds up paying for crashes involving uninsured vehicles).

But another reason is the virtually universal non-observance of our politicized speed limits, with most drivers tending to go about 15 km/h above the posted limits to avoid being ticketed.

This sad situation is surely a factor in the need for our special "racing" law with its seven-day licence suspensions and car impoundments for going more than 50 km/h above the posted limit — something that's not needed in provinces where most drivers obey their more reasonable speed laws.

Ironically, it means someone doing 110 km/h on a highway posted at 60 km/h is deemed to be stunt-driving when you wouldn't risk getting a ticket at 110 on a similar B.C. road now posted at 100 km/h.

Our Readers Write

Why promote outside businesses?

I was speaking to a Regional councillor about the problem of Bolton residents not supporting local business, and how there have been so many small retail businesses come and go in recent years.

Upon my return home and after glancing through the July 17 Caledon Citizen, I happened to notice a small article by Bill Rea about Trudy Valier running for a council seat, and one of her key issues is also the lack of local business support and resulting closures.

Well, I have the answer, or at least, part of the problem — The Citizen.

Just a few pages on I see a rather prominent article, complete with large photo, on a new retail business just opened in Woodbridge. Why on earth, as a local community newspaper, are you travelling down to Woodbridge and writing editorial on a business in another municipality? How about saving some gas money, and walking across the street to write about a local business, a business that is part of the Caledon Community that you claim to be a part of? Evidently, you are not the "Caledon" Citizen you claim to be.

It beggars all belief that you can do this.

Simon Burn,
Caledon (not Woodbridge)

Editor's note — *Sweets by Zuccaro is a Woodbridge business that advertises in the Citizen and requested editorial support. We would willingly grant such support to a gluten-free bakery in town that advertises.*

It happened today

French President Charles de Gaulle was one of many foreign dignitaries welcomed to Canada to help the country mark its centennial, but it didn't take him long to wear out his welcome.

He shouted "Vive le Quebec libre" from the balcony of Montreal's City Hall, much to the consternation of the federal government.

That happened this day, July 24, 1967.

Caledon Citizen

WEBPOLL

www.caledoncitizen.com

Results from last week's poll:

In the budget, the Liberals vow to balance the books by 2017-18. Do you think they will achieve this goal?

a) Yes

33%

b) No

67%

The results of this poll are in no way considered to be valid or infallible.

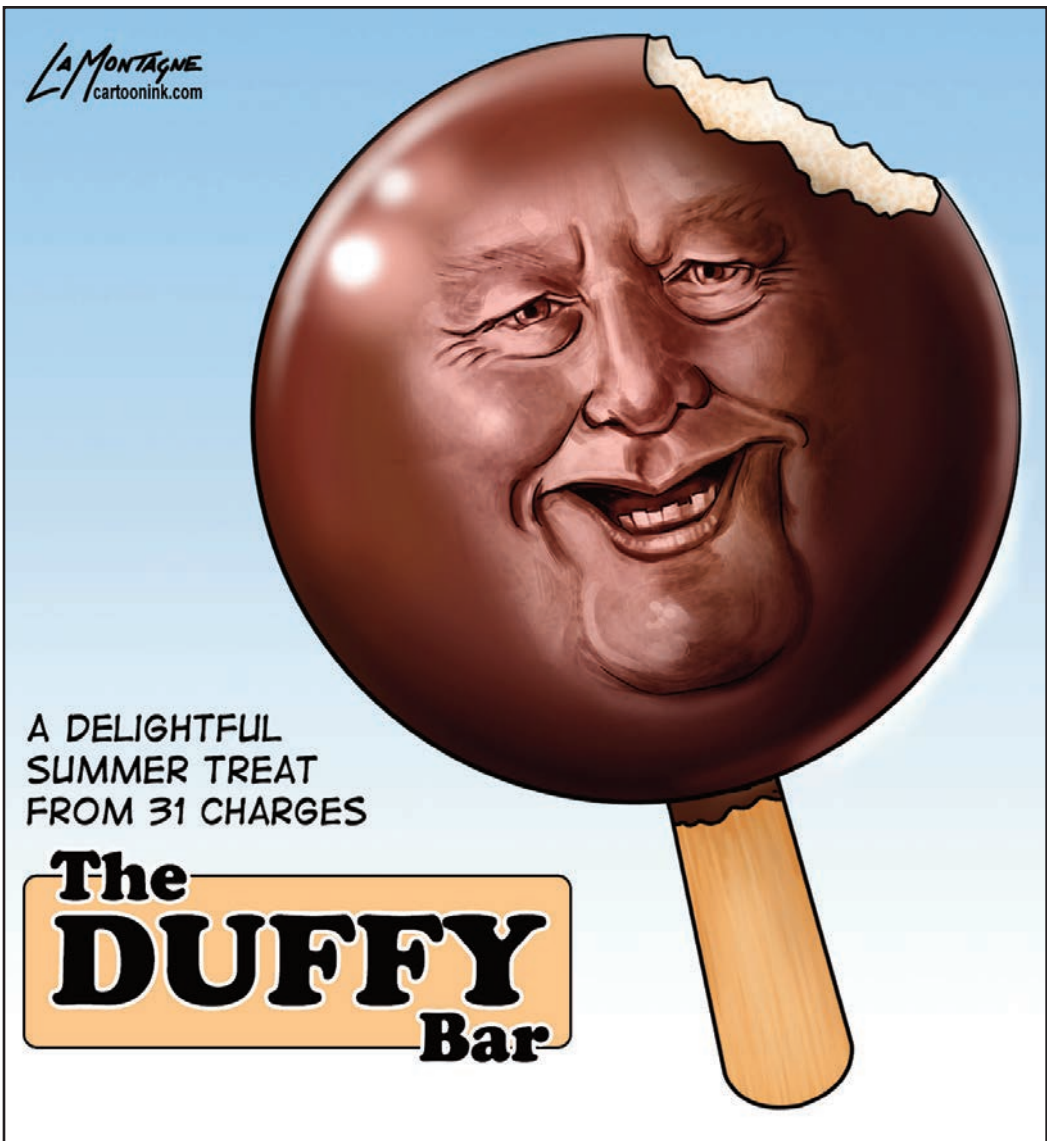
THIS WEEK'S QUESTION

Is the price of gas impacting on your travel plans this summer?

a) Yes

b) No

So go to the website and cast a vote!



Tragedy hit home for me

I seem to devote a lot of my energies these days writing about traffic snarls.

But it is also a fact that they are very top of mind with a lot of people, and come up frequently in media reports, especially those coming out of Toronto. It took last week's tragedy, in which a young girl was struck down and killed in Leaside to raise all these questions yet again. And it took that incident for these issues to hit home again with me.

I spent a little more than five years in the late 1990s editing community newspapers throughout that part of what is now known as the Megacity, and my office was in Leaside, meaning I got to know that area very well.

It's been some years since I was in that neighbourhood, but from what I've been hearing and reading over the last couple of days, I suspect things have not changed much. Leaside is a very quiet, and rather picturesque residential area, which happens to be surrounded by some of the busiest streets in the municipality, including Eglinton and Bayview Avenues.

The stretch of Bayview that runs down the western boundary of Leaside was largely retail, especially on the east side. There was also lots of on-street parking to accommodate the shoppers. That meant Bayview was not a fun street to drive when trying to get about in Leaside. Eglinton was always busy, but it was also designed with the idea of getting traffic through the area as expeditiously as possible, so driving it was not much of an ordeal. But from what I've been hearing, that's not so much the case these days. Construction work on Eglinton is creating lots of messes.

My office was on the west side of Laird Drive, which was a pretty busy street in my day and has become busier in the years that have followed. Whenever it was possible, I made a point of approaching the building from the north so I would be able to make a right turn to get into the parking lot. That frequently meant driving along some of the internal roads in Leaside. Thus, I became very familiar with the area, especially the busy McRae Drive and Millwood Road intersection where last week's tragedy occurred.

For a quiet residential area, I also remember it was a fairly busy place, with a large park and playground, community facility, public library and fire hall in the area. If memory serves, there's also a fairly active church nearby. That meant there was usually something going on in the neighbourhood, with a sizable amount of traffic. There were a couple of TTC bus routes there too.

But people who are in the area frequently, as used to be the case with me, would know the situation and know what to look out for. That, of course, should be the case in any neighbourhood, with motorists passing through being expected to act accordingly. If one is passing near a park, playground, school zone or a place where kids may congregate, they have to be on their guard. Because little kids sometimes don't think. They're supposed to, but that's not always the case. Drivers have to be ready.

And it's not just children who cause problems. I have seen adults do dumb things while wearing their pedestrian shoes. Check out some of the major downtown Toronto intersections in the middle of a work day. If the light is green, people walk. Do they look both ways, as those of us who attended schools in this part of the world were told to do by Elmer the Safety Elephant? Hell no! I often want to give my head a shake. Do they not realize drivers will sometimes "gun it" when they realize the lights are about to change? Since I haven't heard of any catastrophic events at downtown intersections, I have to assume that drivers in that area are on their guard.

That too, alas, is not always the case. Drivers are human beings too, meaning they are fully capable of being stupid, or maybe just inattentive.

I'm not trying to sound holier than thou. I've done some dumb things behind the wheel, and I have the tickets and convictions to prove it.

There have also been suggestions that all the construction activity has had a hand to play in last week's events. I don't know how legitimate that issue is.

I think it's the same case for all of us when it comes to construction. If there's a road we regularly use that's torn up, then we have to find an alternate. That means driving roads with which we might not be familiar, hoping we eventually get to where we're going. But even lack of familiarity does not relieve drivers of their responsibilities, and that includes using common sense when driving through areas where there's lots of retail, pedestrians or children.

Construction can be a real pain. As a man who routinely parks in the municipal lot in the Bolton core to get to the Citizen office, I know about as well as anyone how annoying it can be. That parking lot has been in various stages of being ripped apart for weeks, although things are finally back together now.

There are other construction sites around town too.

Is banning construction the answer? It would be nice, but hardly realistic.

Roads are full of infrastructure, upon which we all depend. It's not just pavement, but also water and sewer lines and other utilities that wear out and sometimes need repair or replacement. Trust me — the alternative would be really hard to deal with.

Besides, traffic mishaps happen all the time and all over the place, whether there's construction or not. Construction activity might seem like a convenient scape goat, but such thoughts are not very productive.

There are other factors that add to the traffic woes, such as the closing of various roads to accommodate certain events. I check Toronto news websites regularly, and it seems the items about road closures for various festivals and the like serve almost as reminders that another weekend is upon us. The weekend we have just gone through included, among other things, the Honda Indy. I have no problems with these events. Indeed, the only problem I had with the Indy was I was so damned busy I only had time to watch the end of it.

Events like these can bring dollars into a business community. The Indy is certainly a great example of that, as was the recent Pride Week festivities. Granted, they can be a pain for the public trying to get to places, but they are also well publicized, giving people the opportunity to make alternate arrangements.

And there are the more localized community events. I hear of them, and have to wonder if they are radically different from the recent Cheltenham Day, or the upcoming Midnight Madness in Bolton. For that matter, think of how much Bolton roads are disrupted with the annual Santa Claus Parade. Streets have to be blocked for such events. But again, with ample warning and signage, such problems are manageable. And people using their common sense can get around them, and the rest of the community is not put at risk.

As is often the case, last week's tragic events in Leaside prompt many to start looking for directions in which to point the finger of blame. As of this writing (Sunday morning), we don't have all the details of what went on. But it would seem to me that seeking ways to prevent such tragic incidents would be the way to proceed, as opposed to finding someone or something to blame.



Bill Rea

Government proposes changes to nutrition information on food labels

We can all agree that healthy eating is an important factor in maintaining a healthy lifestyle and a healthy weight, as well as reducing the risk for chronic diseases.

Part of making healthy food choices is reading the labels on the food we buy.

Earlier this year, our government asked Canadian parents and consumers to tell us about the challenges and concerns they experience when using the nutrition information on food labels. We are now proposing changes to the nutrition information that is provided on food labels and asking Canadian parents, consumers, and stakeholders for feedback on these changes through a series of in person and online consultations.

The consultations, which were launched by Health Minister Rona Ambrose July 14, propose changes to the format of the Nutrition Facts table and the list of ingredients; updates to the list of nutrients that must appear in the table;

OTTAWA JOURNAL

David Tilson
MP Dufferin-Caledon



and to the Daily Values. It also includes changes to how ingredients are listed. For example, all sugar ingredients would be grouped together, to ensure when picking out a children's cereal, parents can make informed decisions. Finally, another key proposal is to provide guidelines to industry to make the serving sizes displayed in the Nutrition Facts table more consistent among similar products.

The proposed changes aim to provide Canadian parents and consumers with the

nutrition information they need to make informed decisions about the foods they purchase and prepare for themselves and their families.

These consultations are part of a broader commitment made by the government during the 2013 Speech from the Throne, to consult with Canadians on how to improve the way nutritional information is presented on food labels. In addition, the consultations will be posted online for a 60-day period (July 14 to Sept.

11). The feedback received from Canadian parents, consumers and stakeholders will help inform any decisions about label changes.

Canada is a world leader in the field of nutrition labeling and was one of the first countries to require mandatory nutrition labeling on pre-packaged foods. These consultations build on our government's efforts to raise awareness about healthy eating and adopt policies that protect the health of Canadians.

Our government is interested in knowing how Canadians feel about the proposed changes to food labels and if these proposed changes will help with the use of food labels in making healthy choices. I encourage all Canadians to visit Health Canada's website, at www.hc-sc.gc.ca/fn-an/label-etiquet/consultation/index-eng.php, to participate in the consultations. We look forward to hearing from Canadian parents, consumers, and stakeholders in the months ahead.

Fears that regional conflict in Ukraine is international

By Anna-Sofia Lesiv

"This can't be true," says Yuliya, a young girl in Western Ukraine with her eyes glued to her iPhone as she reads the news.

To her, as for many others in Ukraine, this has become ritual since the anti-terrorist operation began in Donetsk and Luhansk. They're going on with their daily lives, while simultaneously frantically checking their Twitter feeds to find out if Russia has invaded yet.

July 17 was different. Usually, she would only find updates of civilian losses or cities taken back by the Ukrainian army from the Russian-backed separatists in Eastern Ukraine, now recognized as official terrorist organizations by the Ukrainian government. This time, a passenger jet was shot down.

Flight MH17 was flying over separatist-held territory, and effectively a war zone. At 33,000 feet, it was flying just 1,000 feet above a declared no-fly zone, says Euro-control.

The separatists had shot down two An-26 Ukrainian military transport planes July 14 and 17. It was here that the 298 innocent passengers, 80 of them children, on flight MH17 became victims of the conflict in Eastern Ukraine. The Ukrainian media and government immediately pointed fingers at the separatists, claiming that this was similar to their previous

activity in the region, and later revealing they had intercepted phone calls of separatists speaking with overseers in the Kremlin, admitting their responsibility. They believed the separatists thought the airliner was another Ukrainian military plane. Russian news agencies insisted the Ukrainian army was responsible, accidentally hitting MH17 believing it to be Vladimir Putin's plane, traveling back to Moscow.

The Russian government then asked why Ukrainian dispatchers even allowed a passenger plane into dangerous airspace in the first place.

While the bickering went on, horrified Ukrainians placed flowers and candles before the Dutch embassy in Kyiv, expressing condolences to the 193 Dutch citizens that senselessly became the targets of a fabricated conflict in the East.

Without a thorough investigation, no government, other than Ukraine's, has officially placed the guilt of this tragedy onto the Russian-backed separatists. However, EU leaders, as well as President Obama, have begun using much harsher language in regard to President Putin after the tragedy, stating that if his aggressive actions toward Ukraine continue, he will inevitably make Russia a pariah state, as harsher sanctions are applied. As Ukrainian President Poroshenko said, the crash of the passenger plane has turned this re-

gional conflict into an international one.

Worried Ukrainians like Yuliya, are now wondering if an international tragedy like this will force Vladimir Putin to once and for all distance himself from the separatists he supports with weapons and funds, at the risk of harsher sanctions destroying his nation's economy. According to Bloomberg, the current imposed sanctions have resulted in the 19 richest Russians losing \$14.5 billion in net worth.

Now the mission of nations involved is to get the separatists to fully co-operate and let OSCE members onto the scene of the crash to investigate and collect evidence. Until now, the separatists have blocked OSCE access, "as investigators approached, they fired their weapons into the air," said President Obama at a July

21 briefing.

Having initially removed evidence from the crash site, including MH17's black boxes or flight recorders, now transferring parts of it to Malaysian authorities in Ukraine, it is unknown whether the evidence has been tampered with or altered. However, progress has been made in recovering 272 bodies of the 298 passengers, as bodies removed unceremoniously from the crash site by the separatists are now under the care of authorities, and will soon be sent from Kharkiv to the Netherlands for further investigation.

Anna-Sofia Lesiv is a resident of Nobleton and recipient of the Ontario Community Newspaper Association Junior Citizen of the Year Award. She is currently in Ukraine.

Peel Rural Water Quality Program expands

Peel Region has announced new funding opportunities for farmers as part of the Peel Rural Water Quality Program (PRWQP).

The new funding is available for projects that support environmental enhancement and sustainability, and build on the program's core mandate to improve water quality.

PRWQP is a voluntary, confidential program that promotes and supports implementation of agricultural environmental best management practice projects on farm properties in Peel. The program provides technical assistance and financial incentives to help farm owners address rural water quality issues on their property.

- The three new project categories are:
- Cover Crops: \$100 per acre up to 50 acres to assist with growing cover crops to help reduce the risk of soil erosion.
 - Natural Area Enhancement and Creation: For example, creating wetlands, native meadows or prairies.
 - On-Farm Composting: Establishing of

small-scale on-farm composting systems for vegetable and field crop matter.

"A tremendous amount of work has been put into expanding and updating the program" said Heather Laidlaw, chair of the Region of Peel Agricultural Advisory Working Group and past-president of the Peel Federation of Agriculture. "All of the program partners are very excited to be able to offer new grant opportunities that directly support our agricultural community."

PRWQP is funded by the Region of Peel and administered in partnership with Credit Valley Conservation (CVC) and Toronto and Region Conservation Authority (TRCA). The program was developed with the Peel Federation of Agriculture and Peel Soil and Crop Improvement Association.

For more information on the technical assistance and financial incentives offered through the Peel Rural Water Quality Program or for eligibility criteria, contact CVC at 905-670-1615 ext. 430 or TRCA at 416-661-6600 ext. 5349.



NATIONAL AFFAIRS

Claire Hoy

There's magic in the air, or so it seems, if one is to believe Premier Kathleen Wynne's spurious claim that Ontario's cumbersome budget will be balanced by 2017-18 as the Liberals promise. Not a chance.

Granted, Ontarians just voted the profligate spenders and taxers back into office, so it's difficult to have pity on Mr. and Mrs. Beleaguered Ontario Taxpayer. As they say, we get the kind of governments we deserve.

But some day, alas, the Day of Economic Reckoning must come.

Ontario, historically the engine that made Canada run, has become an albatross around the necks of taxpayers, not only in Ontario, but across the country as well.

And we thought things were bad when Bob Rae was premier in the early 1990s, when his wanton spending spree left the unwholesome legacy of Rae Days and took the sustained effort of his successor Mike Harris — love him or hate him, the facts are there — to dig us out of the hole he bequeathed.

By comparison, however, Wynne's latest budget is monumentally worse than Rae's much-criticized attempt to rescue the province from a global recession.

In a recent National Post commentary, taxation expert Jack M. Mintz compared Rae's 1991-92 budget with Wynne's 2014-15 budget and, with the notable exception of some effort by the current Liberals to curtail spending increases, found the Wynne gang sadly wanting.

Think about your own household. While it's not exactly analogous to government — since you don't have the power to raise taxes — you do know that if you keep spending way more than you are earning, something's got to give.

Without getting too bogged down in statistics, consider that when Rae left office Ontario's net debt had skyrocketed to 30 per cent of GDP — up from 17 per cent in his first year in office — leaving Rae no choice but to raise taxes and cut back on civil service spending, e.g. the infamous Rae Days.

Horrible as that level of debt was, the Wynne budget calls for a net debt-to-GDP ratio of 40.3 per cent, about 2 1/2 times higher than Rae's first budget. (For you

Harris haters out there, you should know that he actually cut overall government spending by five per cent, held the line in the face of hysterical protests for the next two years, and moved Ontario back to budgetary surpluses.)

Can Wynne do what Harris did? Not likely. Not unless she's prepared to have what would amount to a political frontal lobotomy, and reverse everything she has stood for during her entire political career and, more to the point, during the recent election.

You'll recall that it was Tory leader Tim Hudak who railed on about our serious debt. Unfortunately, he made himself a target — and took the heat of Wynne — by claiming he'd cut 100,000 jobs. He never intended to do that quickly — and much of it would be from attrition — but the 100,000 figure was constantly thrown in his face by his opponents — which was fair enough — sparking public servants and unions to rally behind the Liberals to protect their own self-interests.

Which means, of course, that if Wynne were really aiming to balance the budget as quickly as she claims she'd have to get started paring down the size of government. In short, she have to do the exact thing she ran against in the election.

In Rae's first budget, the increase in program and capital spending was an irresponsible 12.7 per cent which, as Mintz documents, let to a cash deficit of \$11 billion and debt charges representing 8.3 per cent of total spending.

So how does Wynne compare? Badly, alas. With the previously noted exception of much smaller spending increases than Rae — 2.7 per cent — her budget calls for a cash deficit of \$20 billion, representing 8.7 per cent of total spending.

Think of what governments could do with that \$20 billion and the money it takes to service it? Indeed, think of what you could do with all the extra money you could enjoy if government didn't have to take so much of your income to pay for its own excesses.

Reality being what it is, there are only so many options facing governments in dealing with fiscal nightmares. They can raise taxes and/or cut spending. Preferably both.

What they can't do is continue introducing huge new social programs — e.g. the promised made-in-Ontario pension scheme — and then magically hope all will be well at the end of the day.

Then again, as said earlier, Ontarians voted for her.

Good luck.



CHECKING THE CREDIT RIVER WATERSHED

Volunteers were out Saturday at various locations along the Credit River watershed checking out the state of local streams, including those that might be hard to spot. Aarathi Edward of Mississauga was taking the pictures while Sabrina Jivani of Mississauga and Barbara Adams of Georgetown logged the condition of this stream near the end of the Caledon Trailway in Terra Cotta.

Photo by Bill Rea

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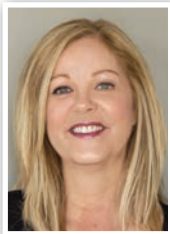
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Brewers riding three-game win streak, sit second in NDBL

By Jake Courtepatte
With only two games left in the NDBL schedule, the Bolton Brewers are looking to end on a high note.
The Brewers kicked off their week at home against the Aurora Jays last Thursday, trailing the Jays by one point for top spot in the league.
Starting pitcher Zack Riddell found himself in a hole early, after a walk, a steal and a pair of base hits in the top of the first put two runners in scoring position. Jay Ian Rettie would score to put the home team down 1-0.
However, Riddell would find his groove in the second inning when he struck out the side.
“You really have to hit your locations with a team like this,” said Riddell. “They’re obviously a good hitting team, and will take advantage of your mistakes.”
Down 3-2 in the bottom of the fifth, the

Brewers found their opportunity when Jays’ pitcher Chris Rettie walked Eric Cirone to load the bases with only one out. A pair of RBI singles by Matt Blacklaws and Shawn Chalmers would put the Brewers up for good, 4-3.
The Brewers went undefeated this season against Aurora, winning both games. Riddell put down a solid outing on the mound, allowing eight hits and three runs through six innings, striking out four. Riddell, who plays for the junior team and gets the occasional call-up to the seniors, said he thought he pitched well.
“The hitting’s a lot better,” he observed. “In junior ball you can get away with it a little bit. I’m a hard throwing pitcher, so I can get away with a fastball. But you have to mix in a lot of pitches, hit your spots, and if you don’t then they’ll get those little bloop hits off you.”
The Brewers’ defence was highlighted

by a great stab by third baseman Travis Rumney in the top of the sixth. Rumney knocked down a line drive on his knees, getting the ball to first base in time for what would be a crucial third out.
“I just caught the ball and came up to throw,” said Rumney. “Chalmers (first base) had a good stretch on it, he probably made a better play than I did coming across the diamond.”
After picking up their third win in a row Monday night in Tottenham against the Angus Black Sox, the Brewers remain one point behind the Jays. The Jays picked up two more wins last week amidst their loss to the Brewers, against the Lisle Astros and New Lowell Knights.
The season draws to a close Wednesday for the Brewers, in a doubleheader on the road against the Barrie Angels.
For stats, schedules, and more information, visit www.ndbl.ca



Zach Riddell struck out four in last Thursday’s win over Aurora

Dodgers on brink of elimination after second-straight loss

By Jake Courtepatte
The senior men’s Bolton Dodgers baseball team came into the week holding onto their playoff hopes by a very thin thread.
The Dodgers entered their home game last Wednesday against the Angus Black Sox in 12th place in the NDBL, four points out of a playoff spot.
Down 5-3 in the bottom of the seventh, Andrew English capped off a three-run inning with a walk-off double to give the Dodgers the win, 6-5.
Damien Allison went four innings on the mound, giving up five hits and four runs. He was relieved by Jon Bloomfield, who would allow just one run in the top of the sixth in a winning effort.

At the plate, Michael Gemmiti continued his dominance as the team’s biggest power hitter, going three-for-four while scoring one run.
Riding high after their first walk-off win of the season, the Dodgers looked to match their efforts the next day in Midland facing the Indians. However, their bats were silenced as they were held to only five hits and two runs in a 3-2 losing effort.
After a weekend’s rest, the Dodgers traveled to Creemore Monday to face the Indians. The teams came into the game tied in the standings, at 15 points apiece.
Pitcher Shawn English started on the mound, having missed the last three games. The rust showed in the first few

innings, as the Dodgers quickly fell behind 4-0.
“The first couple innings were about getting back into the rhythm for me,” said English. “I had to get my mechanics down again. But after that, I really settled back in.”
English did settle back in, as he pitched shutout baseball for the remainder of the game.
“Overall my velocity wasn’t where I wanted it to be,” said English. “I had to mix up my pitches a bit more. But all in all, it was a decent performance.”
Gemmiti gave the Dodgers a fighting chance in the top of the fifth, when he hit a solo shot that cut the lead to three.
The Dodgers would add one more, but

ultimately would leave a runner stranded in scoring position in the seventh to lose the game 4-2.
“We really needed that win to keep the season alive,” said English. “Now it’s looking pretty doubtful for playoffs. We need a miracle in the last two games.”
It is now a must-win situation for the Dodgers, as they need a win in both of their final games this week in order to stand a chance of seeing the postseason. They were to face off against Clearview at home yesterday (Wednesday), and wrap up in Angus on Sunday. The results of yesterday’s match were not known at press time.
For stats, schedules, and more information, visit www.ndbl.ca



Starting pitcher Shawn English threw a complete game for his Dodger mates Monday night.



GAMES AND BARBECUE AT SENIORS CENTRE
Caledon Seniors’ Centre in Bolton was the scene of summer games and a steak barbecue last week. Lorna Wilson was letting a shot go in a spirited game of Card Ball.

Photo by Bill Rea

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Conservation authorities managing impacts from increased flooding

Conservation authorities are encouraged by a report released recently by Ontario's Environmental Commissioner Gord Miller which highlights the need for additional investment in conservation authority flood programs in order to address the growing threat from extreme weather.

The report, entitled Looking for Leadership: The Costs of Climate Inaction, points out that not taking action today to reduce carbon emissions and manage the flooding impacts from extreme weather will be even more expensive to manage in the future, creating significant public safety, environmental and economic implications.

"We're very pleased that the Commissioner draws attention to areas within conservation authority flood management programs that need to be immediately addressed in order to continue to protect people and property," said Kim Gavine, general manager of Conservation Ontario, the association that represents Ontario's 36 conservation authorities.

Conservation authority programs help the Province meet its climate change adaptation objectives, specifically in areas such as flood management, stormwater runoff and water quality improvement. However, conservation authority flood management programs require significant

attention in order to continue to be effective against more frequent and greater flood events.

"Conservation authorities are on the frontlines in dealing with the consequences of extreme weather across the province," Gavine said.

Miller pointed out in this report that outdated floodplain mapping, aging infrastructure, and stressed operations hinder conservation authorities' ability to continue to protect people and property from the impacts of extreme weather.

To flag their concerns around conservation authority flood management programs, Conservation Ontario worked with its members to develop a Flood Business Case (Dodging the Perfect Storm, September 2013). A number of specific targets are identified that require immediate and long-term attention, including the updating of floodplain mapping; investing in conservation authority flood operations, including monitoring programs; addressing aging infrastructure - particularly in rural areas (conservation authorities operate 900 dams, dykes, channels and erosion control structures along rivers and shorelines with a replacement value of \$2.9 billion); developing an asset management strategy; and supporting ongoing investments in programs such as green

infrastructure, watershed management, and stewardship to build local resiliency against stormwater impacts.

"We're still in discussions with the Province on this business case, but there are many competing funding needs," Gavine said.

Flood management is a shared provincial and local government responsibility in Ontario, with conservation authorities playing a significant role in protecting people and property from flooding.

Conservation authorities are partners in the Provincial Flood Forecasting and Warning program and provide services such as flood monitoring, forecasting, and warning, and regulation of building in floodplains and other hazardous areas.

They also contribute to municipal emergency planning and preparedness activities, provide planning support and advice to municipalities to minimize flood impacts, and inform the public about flood safety. In addition, they work with the Province and other agencies developing and implementing many projects and programs that contribute to the Province's climate change adaptation efforts in Ontario. These programs include flood management, source protection, watershed stewardship, watershed management, monitoring and reporting.

"Conservation authorities are unique to Ontario and in addition to flood protection bring added benefits through watershed planning, watershed stewardship, promotion of green infrastructure and many other programs," said Gavine. "They enable the Province and municipalities to use a cost effective and streamlined approach to flood management and as climate change impacts continue to increase, these efforts will become even more critical."

This work contributes to build resiliency within Ontario's watersheds and has the added benefit of improving conditions in the Great Lakes which are also feeling the impacts of climate change.

Tools stolen

A large quantity of tools, including grinders, air guns and socket sets, were reported stolen June 2 from a shop on a Dixie Road property.

Caledon OPP reports the incident took place sometime between May 12 and June 2. The shop was apparently entered through an unlocked door.

Police are asking anyone with information about this theft to contact them at 905-584-2241 or Crime Stoppers at 1-800-222-TIPS (8477).

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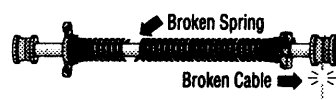
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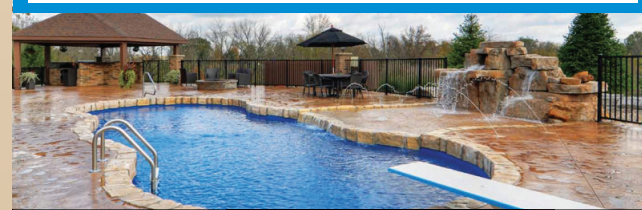


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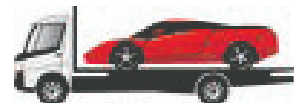
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Chapman's offers competitive wages, uniforms and an excellent benefits package.

Interested applicants please submit your resume to:

Chapman's Ice Cream
P.O. Box 379
Markdale, Ontario N0C 1H0
Fax: (519) 986-3793
www.careers@chapmans.ca

Only those applicants selected for an interview will be contacted.
No telephone inquiries, please.

As one of the prominent road building contractors in the GTA, we are currently looking for personnel within the following disciplines.

- Site Superintendent
- Backhoe Operator
- Asphalt Paving Foreman
- Dozer Operator
- Asphalt Spreader Operator
- Road Foreman
- Grademan

The successful candidates would have experience in roadway construction for municipalities and possess strong leadership and organizational abilities. Compensation will be commensurate with experience and include a comprehensive benefit package.

Please forward resumes in strict confidence to:
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Attention: Mark Thompson

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General Labourers required

by local construction company. Ideal for College/University students Own transportation an asset but not necessarily required.

Apply to Box 43
c/o Orangeville Citizen
10 First Street,
Orangeville L9W 2C4

With a solid and long term customer base, we have built a reputation for quality, dependable and prompt service. We are constantly looking for individuals who bring value and possess a great attitude, on board our team. We are located in Concord, Ontario and provide landscape and associated services throughout the GTA. We are currently looking for qualified personnel for the position of

Lawn Maintenance Foreperson

- Must be well versed in all aspects of horticultural practices and procedures
- Must have a minimum of 5 years verifiable experience
- Knowledge of many different types of turf care equipment (Zero turn, walk behind, trimmers, etc.)
- Valid G license with current clean abstract, and own vehicle mandatory.
- Able to meet time deadlines and schedules
- Team oriented player with excellent leadership qualities
- Able to lead a crew of 2-4 people
- Have a positive attitude, be dependable and reliable
- Quality workmanship and detail oriented
- Year round full-time position
- Extensive knowledge of snow clearing operations

Please send resumes to tino@forecastlandscaping.com or call (905) 532-9977.

We thank all applicants for their interest with our company, however, only those selected for interviews shall be contacted.

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CALLING ALL KIDS!

The **Orangeville Citizen** is currently seeking newspaper carriers to deliver once a week.

Route OE61
Elizabeth St. (#34 to Clara St.),
3 homes on Clara, Apt Building,
10 homes on Faulkner St - 50 papers

Route OC88
Elizabeth St. (#34 to Clara St.),
3 homes on Clara, Apt Building,
10 homes on Faulkner St - 50 papers

Route OD56
Eastview Cres., Patterson Crt., Lawton Crt., - 90 papers

The **Caledon Citizen** is currently seeking newspaper carriers to deliver once a week.

Route BC2
Waterbury Street to Royalton Drive,
Paulette Way, Rustic Way - 140 papers

Route VA1
Valleywood Blvd, Royal Valley 13-31,
Treeview Cres, Gardenia Way - 120 papers

Call Céphise 416-505-2770 or email: cc@cephisecuming.com

Shelburne Routes available

Longbow St, Homestead Dr, Muriel St, Morden Dr., O'Reilly St.

Call Debbie 519 925 2832/519 216 1021

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The family of the late Bob Cannon wish to express our heartfelt thanks and appreciation to our friends and families who have offered kindness, support and messages of sympathy in our bereavement. Special thanks to Egan's Funeral Home and the Reverend Warren Ball. We would also like to acknowledge the Town of Caledon for the lowering of the flags in Bob's honour as well as the officers of Peel Lodge #468 and the officers of OES #297 for their services. A special thanks to Tiffany from the CCAC.

Shirley, Hellen and Steve, Rob and Barb, Julie and Bruce and families.

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We are located in Concord, Ontario and provide landscape and associated services throughout the GTA. We are currently looking for ambitious and quality oriented individuals to fill positions for

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Successful candidates should possess the following qualifications:

- 1-2 years experience in lawn maintenance
- Experienced and familiar with various types of lawn maintenance equipment
- Have their own transportation to our shop
- Year round employment available in snow plowing and sidewalk clearing operations

Please send resumés to tino@forecastlandscaping.com or call (905) 532-9977.

We thank all applicants for their interest with our company, however, only those selected for interviews shall be contacted.



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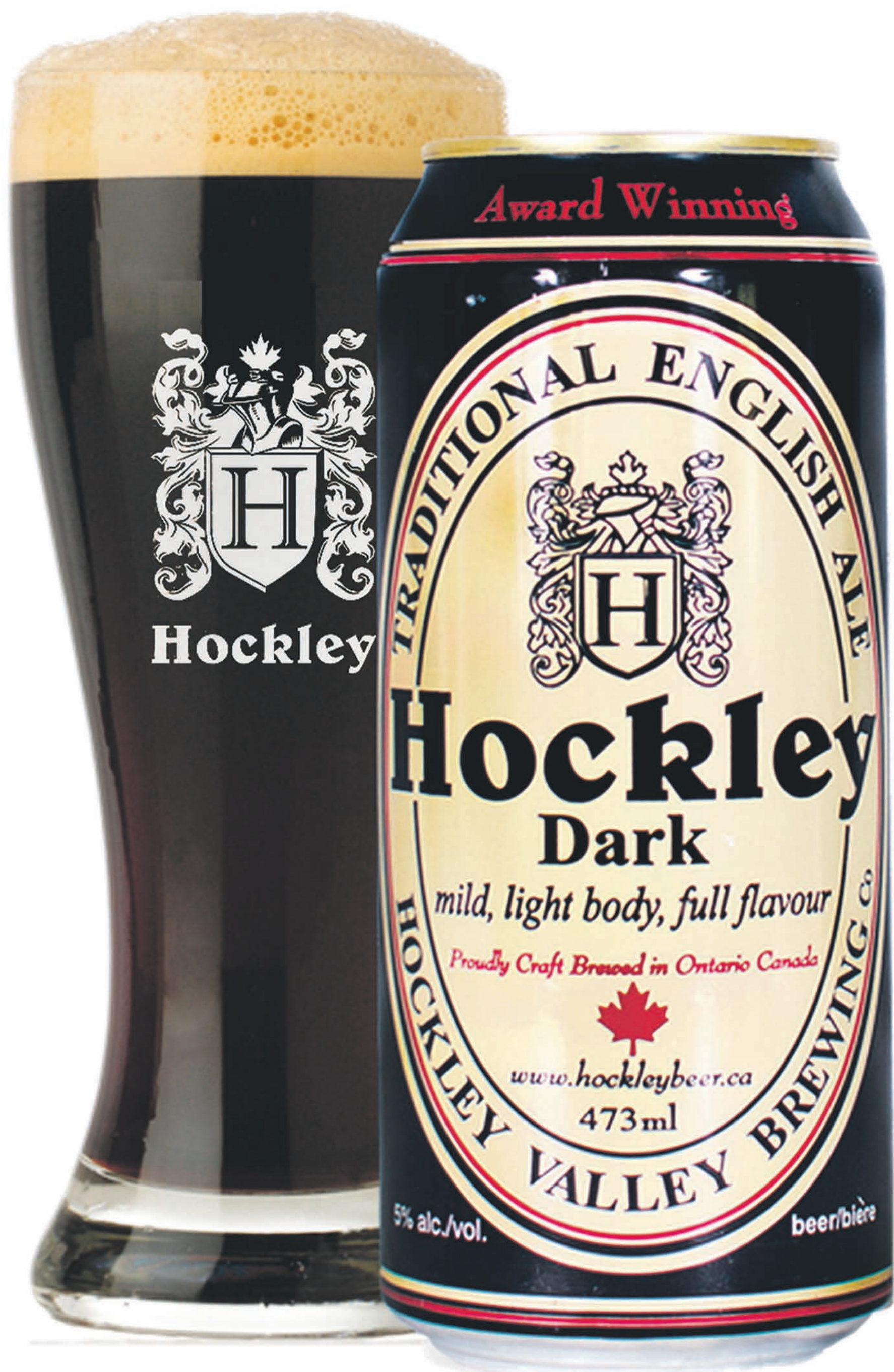
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